

Today's
Advertisements.

NOTICE.

LLOYD'S REGISTER OF BRITISH AND
FOREIGN SHIPPING.

THE REGISTER for 1896-97 is expected
to arrive by the P. & O. Steamer *Canton*
on SUNDAY, the 23rd instant, and will be
delivered to the SUBSCRIBERS in due course.
NEWMAN MUMFORD,
Surveyor.
9 Praya Central,
Hongkong, 19th August, 1896. [1307]

TO LET.

THREE PLEASANT UNFURNISHED
ROOMS, suitable for a MARRIED
COUPLE. Centrally located, and having a
Fine View of the Harbour.
Apply to
W.
c/o Hongkong Telegraph Office,
Hongkong, 19th August, 1896. [1308]

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received
instructions from the MORTGAGEES
to sell by
PUBLIC AUCTION
ON
TUESDAY, the 25th day of August, 1896,
Commencing at 2.30 o'clock in the
Afternoon.

LOT 1 will be sold at 40, D'AGUIAR STREET,
at 2.30 P.M.
The other LOTS will be sold at 3 P.M.

THE FOLLOWING
VALUABLE LEASEHOLD PROPERTIES
IN LOTS—

LOT 1.—Inland Lot No. 681 with the message
thereon known as No. 40, D'AGUIAR STREET.
Annual Crown Rent \$12.

LOT 2.—Section D of Inland Lot No. 653
with the message thereon known as No. 63,
STONE NULAH LANE. Annual Crown Rent
\$7.10.

LOT 3.—Section E of Inland Lot No. 653
with the message thereon known as Nos. 1
and 2, SHER KAI LANE. Annual Crown Rent
\$17.

LOT 4.—Section H of Inland Lot No. 653
with the message thereon known as No. 241,
QUEEN'S ROAD EAST. Annual Crown Rent
\$8.50.

LOT 5.—Section J of Inland Lot No. 653 with
the message thereon known as No. 241,
QUEEN'S ROAD EAST. Annual Crown Rent
\$8.50.

LOT 6.—The Remaining Portion of Inland
Lot No. 773 with the message thereon known
as No. 261, QUEEN'S ROAD EAST and No. 7,
KING-SING STREET. Annual Crown Rent
\$36.10.

LOT 7.—Section A of Inland Lot No. 773
with the message thereon known as No. 261,
QUEEN'S ROAD EAST and No. 5, KING-SING
STREET. Annual Crown Rent \$21.50.

LOT 8.—The Remaining Portion of Inland
Lot No. 778 with the message thereon known
as No. 6, KAT ON STREET. Annual Crown
Rent \$7.80.

LOT 9.—Section B of Inland Lot No. 778
with the message thereon known as No. 10,
KAT ON STREET. Annual Crown Rent \$7.50.

LOT 10.—Section A of Inland Lot No. 791
with the message thereon known as No. 64,
STONE NULAH LANE. Annual Crown Rent
\$17.61.

All the above Premises are held from the
Crown for the respective terms of 999 years,
and are to be sold subject to the existing
tenancies thereon.
For Particulars and Conditions of Sale,
Apply to
C. EWENS,
Solicitor,
or
K. W. MOUNSEY,
Solicitor.
Hongkong, 19th August, 1896. [1309]

"FINLLOS" LINE OF STEAMERS.

STEAMSHIP "CADIZ,"
FROM LIVERPOOL.

CONSIGNEES of Cargo by the above
Steamer are hereby informed that their
Goods have arrived from SINGAPORE per S.S.
Ghazal, and are being landed at their risk
into the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Wharfedale, whence delivery may be obtained.
Cargo remaining undelivered after the 25th
instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims
for damages and/or shortages not later than
the 31st instant, otherwise they will not be
recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 19th August, 1896. [1311]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.

THE Company's Steamship

"PINGSUEY,"

having arrived from the above Port, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, at Wharfedale,
whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Underwriter before
Noon on the 25th instant, or they will not be
recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns where they will be
examined on WEDNESDAY, the 26th instant,
at 3 P.M.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 25th
instant, will be subject to rent.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 19th August, 1896. [1306]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Douglas, will be despatched for the
above Ports on FRIDAY, the 21st instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LAURA & Co.,
General Managers,
Hongkong, 19th August, 1896. [1310]

Today's
Advertisements.CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"TAIWAN,"
Captain Vaughan, will be despatched TO-
MORROW, the 20th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1896. [1305]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"
Captain Day, will be despatched as above TO-
MORROW, the 20th instant, at Daylight.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1896. [1322]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND
SOERABAYA.

THE Company's Steamship

"AMARA,"
Captain D. Smith, will be despatched as above
on SATURDAY, the 22nd instant, at Noon,
instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th August, 1896. [1374]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"GLAMORGANSHIRE,"
Captain Vyvyan, will be despatched for the
above Port on SATURDAY, the 22nd instant, at
Noon, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 19th August, 1896. [1303]

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MENSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 2nd May, 1902. [1327]

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED WATERS.

OUR AERATED WATER FACTORY is
fitted with the best and latest Machinery, embody-
ing the latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and the
full amount allowed for Packages and Empties
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
grassy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 4th July, 1896. [1310]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 19, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

DIPLOMATIC APPOINTMENTS.

LONDON, August 17th.
Sir Edmund J. Monson succeeds Lord Dufferin
as British Ambassador at Paris, and Sir Horace
Rumbold, at present British Minister at the
Hague, replaces Sir Edmund J. Monson at
Vienna.

CRETE.

The rising in Crete is extending.
(From *Le Courrier de Saigon*.)

CRETE.

PARIS, August 10th.
The Powers have not yet agreed on the
question of the blockade of Crete, where the
situation is continually critical.

INTENSE HEAT IN THE STATES.

PARIS, August 11th.
Intense heat is causing numerous deaths in
the United States. In New York alone 188
deaths have been caused by the heat.

(From *Japanese Papers*.)

SIR N. J. HANNEN.
SHIMONOSEKI, August 11th.
Sir N. J. Hannen, the Chief Justice of
H.B.M.'s Supreme Court in China, passed here
this morning en route for Kobe.

THE SOLAR ECLIPSE.

AKKISHI (Hokkaido), August 9th.
Owing to the rain and dense fog, it was impos-
sible to watch the eclipse here. When the
sun was totally obscured it became quite dark,
people having to light their lamps and suspend
business.

CHOLERA.

TOKYO, August 5th.
During July last, 274 cases of cholera, of
which 79 ended fatally, were reported in the
Empire.

LOCAL AND GENERAL.

REPORTS have recently been received at the
Admiralty in which the suitability of Fanning
Island for the landing of the Pacific cable is
confirmed.

It is notified by advertisement in this issue that
*Lloyd's Register of British and Foreign Ship-
ping for 1896-97* will probably be in the hands
of local subscribers to this useful work on Mon-
day, the 24th inst.

THE telegraph companies notify as follows—The
interruption of the Japan lines beyond Shi-
monoseki continues, the Nagasaki office report-
ing that there are no prospects of restoration
yet. Direct communication with Haiphong was
re-established last evening.

Mr. PINKERTON, the second engineer of the
steamship *Chow Phya*, who was charged at
Singapore with attempted murder by pushing a
Chinese man overboard and endangering his life,
was committed by the Third Magistrate (Singa-
pore) on the 6th instant to take his trial at the
Assizes.

The following was circulated as an express
this forenoon—

Remember Saturday,
22nd August, 1896.
Fourth Gymkhana Meeting,
Happy Valley.
First Race—4.30 p.m.

Mr. R. C. WILCOX, Secretary to the Chamber
of Commerce, writes us to-day—"I beg to
inform you that, according to a letter from
H.B.M.'s Consul at Swatow, a copy of which
has been courteously forwarded to-day to the
Chamber by the Colonial Secretary, the quaran-
tine lately imposed upon passenger ships from
Swatow has been removed."

NOTWITHSTANDING Chang Chih-ung's wishes
that his great work the Hupeh Foundry should
supply all materials for China's railway as at
present talked of, Wang Wen-shao has, accord-
ing to the *China Gazette*, written to Chang
that he prefers ordering them from foreign
countries, as the manufacturers of the Hupeh
works cannot be better than foreign materials.

On Monday evening a little girl, aged four years,
accidentally upset a kerosene lamp over herself,
and was so badly burned about the body that
she died the following morning. Her mother,
who lives in Poyang Lane, to-day reported the
matter to the Police, and she was also badly
burned about the hands in her attempts to
extinguish the flames. The poor little victim
was buried to-day.

THE enterprising and generous proprietors of the
steam ferry-boat at West Point this after-
noon added another to the already long list of
treasures they have given the children in this
Colony by inviting the boys from the Roman
Catholic schools, together with the pupils at
present here on an excursion from Macao, to a
free afternoon. These rolled up in large
numbers, and as in addition to unlimited
riding there was an ample supply of cold lemon-
ade to be had for the asking, the boys thoroughly
enjoyed themselves. It was indeed a pleasure
to watch the youngsters, and their great big
strict teachers, riding away to their hearts'
content.

MEMORANDA.

FRIDAY, 21st August.
English and Tacoma mails due.
Noon—Meeting of shareholders in the Hong-
kong Hotel Co., Ltd.

SATURDAY, 22nd August.
4.30 p.m.—Gymkhana meeting at Happy Valley.

THE V.R.C. Aquatic Sports will be held on the
4th and 5th prox.

AN important advertisement published in this
issue draws attention to a sale by public auction
on the 25th instant of several lots of valuable
leasehold property in various parts of the colony,
including D'Aguiar Street, Queen's Road East
and King Sing Street.

SIR ROBERT HART is, according to the *China
Gazette*, said to be endeavouring to extend to
the Chinese the Transit Pass system on native
goods from the interior. Hitherto this privilege
has been enjoyed only by foreign merchants. It
is said that the fact of many foreigners having
lent their names to natives in order to evade
paying liks on native exports from inland points
has led Sir Robert to make this change. The
change will be one in the right direction.

SIX destroyers are to be added to the Mediter-
ranean Fleet. In peace time they will be
stationed at Malta. The *Seyla*, second-class
cruiser, has received the *Arctura* on that
station. The *Terrible*, the largest cruiser in the
world, has been delivered by the contractors at
Portsmouth. She displaces 14,200 tons, steams
22 knots with natural draught, and carries two
9.2 inch and twelve 6-inch guns. She is the
first large ship in the Navy fitted with water-tube
boilers. The *Elipsa* has completed her trials
satisfactorily, steaming 19 knots with natural
draught. The first-class battleship, of improved
Renown type, to be laid down this year at
Chatham, is to be completed in 20 months, an
advance upon the 22 months which was the
record for the *Majestic* at Portsmouth.—*Navy
League Journal*.

THE following is the visit of the Boston
Artillerymen to Windsor Castle taken from the
Daily Chronicle, July 9th.—The Queen of Eng-
land was not behindhand in hospitality towards
the Boston Corps, and their visit to Windsor Castle
will be reckoned among the most pleasant and
most memorable of their experiences. Her
Majesty's cordial welcome, the ancient castle,
the exquisite grounds, military pageants, and a
brilliant company combined to please them; while
the Royal refectory in the Orangery, spread
and served by the Royal footmen in their
scarlet liveries, could not have been better
arranged. The buffet was loaded with
everything that was seasonable, nice, and cold.
Champagne corked popped by the dozen at a
time. Those who were in the secret of the time
of day. There were gallons of Apollinaris, and
what was generally declared, the best claret-cup
ever brewed. At Windsor Castle the smell of
tobacco is virtually profane, but the visitors,
longing out in the open air, began to smoke,
no one saying them nay; and the delighted
Bostons, on their return to London, were at
no pains to conceal the pleasure which they had
derived from their visit to Windsor.

THE attention that Mr. Joseph Chamberlain
applies to what some might consider trifling
things is remarkable. During the un-
pleasantness with Germany, says the London
Daily Courier, an enterprising young artist
designed an amusing toy, caricaturing the
German Emperor, for sale in the streets. A
friend of Mr. Chamberlain had advanced
the artist the necessary money for his man-
ufacture, and therefore it came to the
Colonial Secretary's knowledge that the
toy would soon be on sale. Judge of the
artist's surprise when, one day he
received a communication from Mr. Chamber-
lain, begging him not to go on with the manu-
facture of the toy, as "trivial things of that
nature irritate Emperors beyond measure and
tender the work of diplomacy immensely
difficult." The letter was accompanied with a
cheque sufficient to cover any expense the artist
might have incurred, and, needless to say, his
clever toy never saw the light. The anecdote,
which is quite authentic, does credit to the
manner with which Mr. Chamberlain wields the
oiled feather.—Now, if that artist wants to die
wealthy, all he need do is to go right ahead
designing toys taking off the Tsar of All the Rus-
sias, Com Paul, and all the "crowned heads"
in the universe, not excluding the Emperor of
China and the so-called King of Korea.

MR. E. H. PARKER, in the July number of the
Contemporary Review, occupies considerable
space with interesting translations of several
documents from the Court records of the effete
Manchu Dynasty. The documents consist of
the Imperial orders issued by the Emperor of
China to the King of England after the reception
of Lord Macartney. The order begins as
follows—"So then, thou King, far away over
many oceans, thou hast inclined thine heart
towards civilisation, and hast made a point of
despatching envoys to respectfully bear a sub-
missive address." "That address," the Imperial
order went on to say, "bears witness, O King,
to the genuineness of thy respectful submission."
The order went on to reject nearly all the pro-
posals made by Lord Macartney. England is
treated as a tributary kingdom turning with
honest heart towards civilisation, but the sugges-
tions that the missionaries should be allowed to
enter the country and merchants trade therein, is
rejected with indignation as wanton suggestions,
for which "It would not be just to hold thee,
King, personally responsible." The distinction
between Chinese and barbarians he was told is
strictly maintained! "The desire which thy
envoys now express is that barbarous men may
be allowed to approach here as they list, which
is even more impossible to grant than anything
else." The order concludes, "Say not thou wast
not warned! Tremble and obey, without negli-
gence, this further command." Things have
changed somewhat since then, but there are
those who think that it is probable that Li
Hung-chang and other Colonial magnates hold
much the same opinion as the Emperor who
dictated this order in 1793.

THE farewell performance of Witth's Circus last
night was a pronounced success, and drew the
largest house of the season. Every item was
performed in the most finished manner, great
fun was caused by the amateur clown, and the
final item, when a resident entered the tiger's
cage, was safely carried through. The Com-
pany left by the *Salute* at noon for Saigon,
where they will play a short season.

This morning at the Magistracy a man tempo-
rarily engaged by Witth's Circus was charged
with the theft of a horse. It appears that the
owner of the animal was anxious to sell it, and
the prisoner, taking advantage of this fact, made
a bargain with an Indian to sell it for \$15,
pocketing the proceeds. Upon these facts being
explained to the Magistrate, sentence of two
months' imprisonment was imposed.

SIR HERBERT MAXWELL in the July *Blackwood*
gives what is claimed to be the true origin of
the Scottish haggis. He says when Randolph
Moray and the gentle Douglas gave Edward III.
the ship at Stanhope Park in Weardale in 1316,
their troops left nothing behind them but three
hundred carcasses made of raw hides. On
which Froissart comments as follows:—"They
have no occasion for pots or pans, for they dress
the flesh of the cattle in the skins, after they have
flied them off." In which practice, he is said,
the curious reader may discern the true origin of
the Scottish haggis.

REMARKING to Li Hung-chang's "feeler" re-
doubling import duties in China the Singapore
Free Press, in the course of a lengthy leader,
says:—"It might be politic, for a limited term of
years, to consent to an advance on the tariff
purely for special revenue purposes on a distinct
series of conditions. One of these should cer-
tainly be the free opening of all China's coast
and river ports to general trade. Another would
be the entire abolition of the levying of liks
does throughout inland China. Another might be
the construction of trunk railways on the main
lines of internal communication. And along
with these solid securities might be taken for the
honest carrying out of these and other reforms
in Chinese administration. It should be Britain's
policy, while coming to the financial aid of
China, so to impose her conditions that eventu-
ally China's revenues may be made so ex-
pansive, under the dictated freedom from fiscal
hindrances, that they will soon swell to a pitch
that will handsomely justify the liberation of
China's trade, internal as well as external.

LORD WOLSELEY's contemptuous and ill-con-
sidered remarks before the Royal Commission
on Civil and Military Expenditure in India are,
according to the *Rangoon Times* of the 9th
August, "considered at Simla as extremely ill-
judged and have been received with a general
chorus of indignation by the military element
there. Some excellent authorities think discon-
tent will arise in the Native Army, and the
general feeling is that Lord Wolseley's
opinion is worthless, as he has practically no
experience of Indian troops. Lord
Wolseley's offensive remarks, which we
published in a paragraph in our last issue, are
said to have been as follows:—He did not
think the organisation of the Indian Army
was far beyond what experience had shown
was necessary. The present system of
recruiting for India was infinitely superior
to the old system of recruiting for the
Indian Army had indirectly strengthened the
Home force, but the British Army really
was a great reserve for the army in India.
His lordship thought that India ought to pay
everything connected with the maintenance
of the army there, for everything worth having
in India had been derived from British rule.
Mr. Calne, in reference to Lord Wolseley's
startling remarks, said that surely the Indian
Army was quite as much a reserve force for our
own emergencies as the British Army. Lord
Wolseley, in reply, said he should not like to
put the Indian troops in front of European
soldiers, and should not like to fight France or
any other army with Indian troops. He scouted
the idea that Eurasian regiments could take
the place of British.

THE NAVY LEAGUE.

ITS OBJECT, NEEDS, AND WORK.

THE following interesting letter, which has
been published in all the leading dailies in the
United Kingdom, appears in the July number.
Sir, As has been very cogently remarked,
the Nation practically gets only such a Navy as
it insists upon having. In recent years, how-
ever, the raising of the Navy to the point of
strength which is considered indispensable for
national safety has only been approached in
deference to public opinion.

I will not trespass on your space by recapitu-
lating the instances in which Governments of
both parties have in the past omitted to inform
the nation as to the expenditure requisite for
maritime defence. They are fully detailed in
the current number of the *Navy League
Journal*, which I send herewith.

To place the maritime defences of the Empire
entirely outside all considerations of party poli-
tics should be the aim of all who believe our
National Supremacy is a factor for good in the
world, and therefore worth preserving. This
can only be done by convincing the inhabitants
of Great and Greater Britain that our trade
and national prosperity absolutely depend upon com-
plete freedom of communication by sea at all
times. When this truth is grasped, and has
become as self-evident to the many as it now is
to the few, we may look to our Government for
that system of scientific and persistent prepara-
tion which is admittedly the surest guarantee of
peace.

To convince all subjects of Her Majesty that
these matters are their vital personal interest,
as well as their obvious public concern, is the
object of the Navy League. In the eighteen
months of its existence it may fairly claim to
have done good work; but in order to continue
its propaganda, funds for such an arduous under-
taking are absolutely essential.

Will you allow me, Sir, to appeal through
your columns for pecuniary support of a patriotic
and essentially non-party organisation. For its
usefulness and economy of administration I can
personally vouch.

I am, etc.,
R. VERNY HAMILTON,
Admiral.

THE DECLINE AND FALL OF
BRITISH INDUSTRIAL
SUPREMACY.

AN APPEAL FOR INSTANT ACTION.

THE leading feature of the July number of that
most excellent and useful of London monthlies,
Mr. W. T. Stead's *Review of Reviews*, is a very
able, most interesting, and distinctly instructive
review of what the Editor styles, and very
rightly styles, "the book of the month," namely,
a little work by Mr. E. E. Williams, pub-
lished under the title of "Made in Germany,"
Mr. Williams is of opinion that the indus-
trial supremacy of Great Britain has been long
an axiomatic commonplace, that it is fast turn-
ing into a myth, and that it is now as inappro-
priate to actual facts as is the Chinese Emperor's
computation of his own status. He boldly
asserts that "the industrial glory of
England is departing, and 'England does not
know it.' He therefore seeks to
enlighten his countrymen on a subject of such

Intimations.

NOTA BENE.

A GOOD THING IS WORTH REPEATING!

CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS & CO., Proprietors,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 30th July, 1896.

[52]

EASTERN MICA WORKS.

AHEAD ALL THE TIME!

60 BOILERS AND 2 MILES OF STEAM PIPE COVERED IN 12 MONTHS

BY THE LOCAL INDUSTRY.

HOLDSWORTH'S COMPOSITION

IS THE BEST AND CHEAPEST IN THE MARKET

AND

RESULTS IN A SAVING OF AT LEAST TWENTY PER CENT. OF FUEL IN TIERS READY FOR USE, F.O.B. ONE TON COVERS 200 SUP. Sq. Feet.

"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

REFERENCES.—

Hongkong & Whampoa Dock Co.; Blackhead & Co.; Wiler & Co.; Carmichael & Co.; Chee Woo & Co.; I. M. Customs; Douglas Steamship Co. and the C. P. R.

For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH,

EASTERN MICA WORKS,

HONGKONG.

[10292]

Hongkong, 10th August, 1896.

SETTING UP OF DISTILLERIES

Rice — Corn — Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories — Preserves Factories

Laboratories of Druggists — Essences Factories

STEAM KITCHENS

ECROT & CRANCE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All chemists.

Sole Agents for Hongkong and the Empire of China.—WATKINS & Co., Hongkong.

CARBOLINEUM-AVENARIUS

Used for 20 Years.

With the Utmost Success.

Thoroughly reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

Rot and Dampness.

Sole Agents for China, SCHUELE & Co.

Hongkong, 15th May, 1896. [821]

MITSUI BUSSAN KAISHA.

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Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWSPWANG and all Ports in JAPAN.

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Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Waterbury Watch Co., Limited.

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Onoda Cement Company, Japan.

Kangashi Cotton Spinning Mill, Japan.

Tokyo Cotton Spinning Mill, Japan.

Hanyu Clock Factory.

Hongkong, 6th July, 1896. [144]

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BETWEEN YOU AND

CHICAGO,

U.S.A.

No matter where you live, we can deliver to

you cheaper than you can buy anywhere else

in the world. Clothing, Shoes, Dry Goods,

Watches, Jewelry, Sewing Machines, Harness,

Saddles, Hardware, Tools, Guns, Ammunition,

Bicycles, Agricultural Implements, Vehicles of

all kinds, Furniture, Books on every subject.

To introduce to you our immense facilities, we

will send you of charge to you or any other

foreign resident our "BUYERS' GUIDE," a 24

pound book, 700 pages, 12,000 illustrations,

40,000 descriptions—invaluable in ordering—and

our "HAND BOOK FOR FOREIGN BUYERS,"

which gives all information necessary to put you

in touch with our methods. Send us your

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It is now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1896. [145]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUL

THE Company's Steamship

"HAIRLOONG."

Captain Davis, will be despatched for the above

Ports TO-MORROW, the 20th instant, at

Noon.

For Freight or Passage, apply to

DOUGLAS LAURENCE & Co.,

General Managers.

Hongkong, 10th August, 1896. [1300]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

PORT SAID, MARSEILLES, LONDON AND

ANTWERP.

THE Company's Steamship

"RIJUN MARU"

will be despatched for the above Ports on or

about the 20th instant.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th August, 1896. [1276]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWONGSANG"

Captain Stalker, will be despatched as above on

SATURDAY, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 14th August, 1896. [1290]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MYRMIDON."

Captain Gardner, will be despatched as above

on MONDAY, the 24th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 13th August, 1896. [1288]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain J. G. Offert, will be despatched for the

above Ports on TUESDAY, the 25th instant, at

Daylight.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, 18th August, 1896. [1302]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND

BOMBAY.

THE Company's Chartered Steamship

"KNIGHT OF ST. JOHN"

Captain A. H. Bisset, will be despatched for the

above Ports on FRIDAY, the 28th instant, at

Daylight.

For Freight, apply to

NIPPON YUSEN KAISHA.

Hongkong, 12th August, 1896. [1277]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK."

Captain Glegg, will be despatched as above on

SATURDAY, the 29th instant, at 4 P.M.

instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 17th August, 1896. [1275]

"RICKMERS" REGULAR LINE OF

STEAMERS.

FOR MARSEILLES, HAVRE AND

HAMBURG.

THE Company's Steamship

"ELLEN RICKMERS."

Captain Strunk, will be despatched as above

on MONDAY, the 31st instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 12th August, 1896. [1298]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. L. American Ship

"CHARLES E. MOODY."

Captain Leonard, is loading here for the above

Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 5th August, 1896. [1095]

FOR BALTIMORE.

THE 3/3 A. I. L. American Ship

"ISAAC REED."

Captain F. D. Waldo, is loading here for the

above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 5th August, 1896. [1095]

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"SOCOTRA."

Robt. Master, will load here for the above

Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.,

Agents.

Hongkong, 21st May, 1896. [1891]

FOR NEW YORK.

THE 100 A. I. American Ship

"PAUL REVERE."

Mullin, Master, shortly expected from SHANGHAI,

will load here for the above Port, and will have

quick despatch.

For Freight, apply to

CARLOWITZ & Co.,

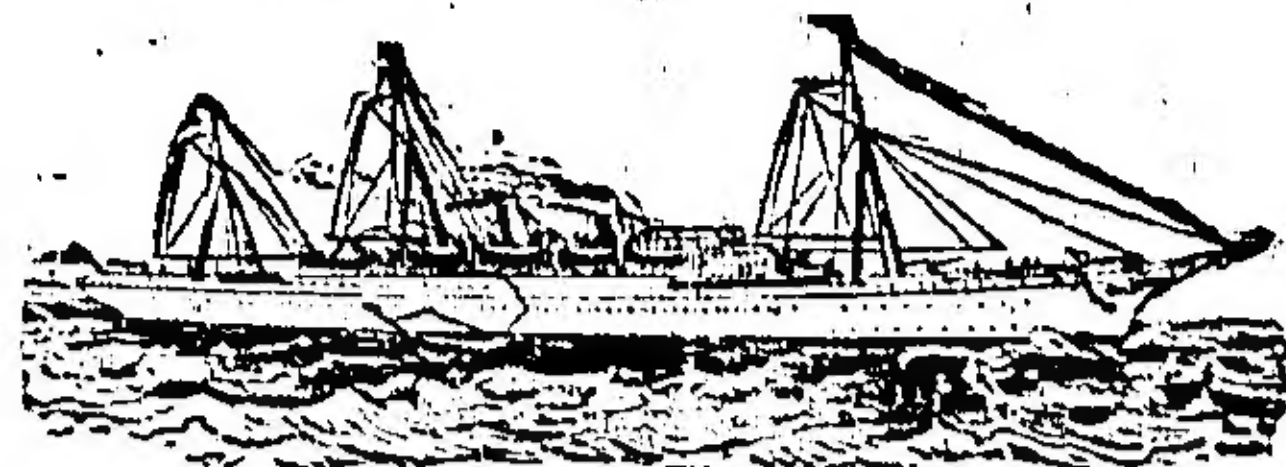
Agents.

Hongkong, 14th July, 1896. [1176]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



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SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twice a Week Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 30th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 28th October.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL

TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is

made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,

via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,

£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition)

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 12th August, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP

COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honoluli) Thursday, 3rd Sept., at Daylight.

Pier (via Nagasaki, Kobe, Inland Sea, Yokohama & Honoluli) Tuesday, 22nd Sept., at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 8th Oct., at Noon.

THE U.S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via

NAGASAKI, KOBE, INLAND SEA, YOKO-

HAMA AND HONOLULU, on THURSDAY,

the 3rd September, 1896, at Daylight, taking

Passengers and Freight for Japan, the United

States, and Europe.

Steamers of this line pass through the IN-

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and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

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of Steamers, and to the principal cities of the

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obtained on application.

Passengers holding ORDERS TO

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Routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO

GRANDE, and other direct connecting

Railways, and from